

COUNTRY Eastern Germany

REPORT NO.

TOPIC Finow AirfieldEVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 17 June to 5 July 1952DATE OBTAINED 25X1 DATE PREPARED 6 August 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity was observed at Finow airfield between 17 and 29 June 1952:

17 June. Flying was practiced by swept-back jet fighters and single-engine, low-wing monoplanes. At 8:50 a.m., eight swept-back jet fighters were observed over Finow flying in two wedge formations of four planes. The interval between the two formations was about 50 meters. The aircraft landed at 8:55 a.m. At 11:30 a.m., eight swept-back jet fighters were observed over Finow heading north at an altitude of about 1,500 meters. Four swept-back jet fighters landed at 11:45 a.m. and eight planes of the same type landed at 11:50 a.m. Four other swept-back jet fighters landed at 11:56 a.m. At 2:30 p.m., a single-engine, low-wing monoplane was aloft. During the evening, there was night flying which still continued when source left the field.

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18 June. In the morning, 3 swept-back jet fighters and about 7 single-engine, low-wing monoplanes crossed the field. There was no flying in the afternoon in rainy weather.

23 June. During the morning and afternoon, there was intensive flying by swept-back jet fighters and two single-engine, low-wing monoplanes.

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25X1 24 June. Between 7:55 and 10 a.m., intensive flying by swept-back jet fighters and a single-engine, low-wing monoplane was observed.

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25 June. Between 8 and 11 a.m., about 10 individual local flights were made by swept-back jet fighters and single-engine, low-wing monoplanes. There was no flying in the afternoon.

26 June. During the morning and afternoon, flying was practiced by swept-back jet fighters and single-engine, low-wing monoplanes.

27 June. On the morning, there was again intensive flying by MIG-15s or type-29s. About noon, a twin-engine plane with a double rudder assembly was also observed aloft. A single-engine, high-wing monoplane took off at 12:15 p.m. The same plane was observed flying over the town during the afternoon of the preceding day.

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25X1 2. The AA gun emplacement in the southeastern corner of the field was located between kilometer markers 1.3 and 1.5.

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h. The following air activity was observed at the field between 23 June and 5 July:

23 June. Between 4 and 10 p.m., there was flying by MiG-15s and type-29s which took off in groups of four and climbed to an altitude of about 3,000 meters. The aircraft circled over Tornow for a short time and, subsequently, approached individually for firing practices. Near the ground each MiG-15 fired 3 to 5 rounds with aircraft armament. The practice of a formation of four planes lasted about 30 minutes. After the exercise, the planes landed at the field. After an interval of 15 minutes, another take-off was made by a formation of MiG-15s which practiced approach flights firing in the above-described manner.

24 June. Flying was observed at 8 p.m. Individual take-offs were made by swept-back jet fighters at intervals of about 10 minutes. The individual local flights lasted 3 to 5 minutes.

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26 June. [redacted] after 3 p.m. [redacted] individual take-offs were made by swept-back jet fighters at regular intervals.

27 June. Between 9 a.m. and noon, there was practice flying at the field.

30 June. Between 4 and 7 p.m., MiG-15s took off individually and in formations of about five planes which taxied to the take-off point at [redacted] of [redacted]. Large local flights were made. Between 9:30 p.m. and midnight, local flights lasting about 5 minutes were made. It was observed for the first time that the planes flew without position lights. (3) On the afternoon, 31 MiG-15s, and 4 MiG-15s of the alert flight were counted and an additional 25 MiG-15s were estimated at the field.

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1 July. In the morning, 39 MIG-15s were counted and 20 to 25 additional MIG-15s were estimated at the field. The aircraft were parked in squadron formation except for the alert flight on the northern edge of the field. (4) Between 8:30 and 11 p.m., eight MIG-15s with auxiliary fuel tanks took off from the field. The aircraft headed northwest flying at an altitude of about 1,500 meters. Their landings could not be observed. Between 5 and 7 p.m., there was flying by MIG-15s which remained aloft for about 15 minutes. From an altitude of about 4,000 meters, the aircraft dived at a large angle and practiced firing at ground targets.

3 July. Between 4 and 7:30 p.m., there was flying by MIG-15s. Dives were again made from an altitude of about 4,000 meters down to about 500 meters.

4 July. Between 7:30 and 11:30 a.m., take-offs were made by two formations each of four MIG-15s which were fitted with auxiliary fuel tanks. The landings of the planes were not observed. Between 3 and 7:30 p.m., there was individual flying by four MIG-15s which also took off individually.

5 July. On the morning, 46 MIG-15s including the alert flight parked in the northeastern corner of the field were counted. An additional 15 planes were estimated at the field. During the morning, nine MIG-15s fitted with auxiliary fuel tanks took off.

6. In the AA gun emplacement in the southeastern corner of the field, 37-mm AA guns were observed. Twelve tents were observed near the AA gun emplacement. From 12 to 15 soldiers wearing red-bordered black epaulets were continuously observed in the emplacement. Another gun emplacement was near the Pestend School.

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Comments.

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- (2) These statements confirm and supplement previous information on the 37-mm AA guns stationed at the field.
- (3) The information that night flying was practiced without position lights indicates that the two regiments made a slight progress in their status of training.
- (4) The information that about 50 MIG-15s were observed at the fields on the various days of observation confirms the assumption that each of the two regiments is equipped with about 30 aircraft.

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